

US 29 Sidewalks -- No. 509997

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Silver Spring**
 Relocation Impact **None.**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

March 31, 2004
11-66(03 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,407	816	350	241	125	116	0	0	0	0	0
Land	155	34	20	101	101	0	0	0	0	0	0
Site Improvements and Utilities	236	0	0	236	136	100	0	0	0	0	0
Construction	2,022	44	0	1,978	494	1,484	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,820	894	370	2,556	856	1,700	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,970	515	370	2,085	856	1,229	0	0	0	0	0
State Aid	850	379	0	471	0	471	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the engineering of missing segments of sidewalk along the east side of US 29 between University Boulevard and Prelude Drive, as well as missing segments of sidewalk on the east side of Lockwood Drive between US 29 and New Hampshire Avenue. The scope includes right-of-way acquisition for and construction of 1,000 feet of missing sidewalk along the east side of US 29 between Lockwood Drive and Burnt Mills Avenue, 1,600 feet of missing sidewalk along the east side of US 29 between Lorain Avenue and Crestmoor Drive, 700 feet of missing sidewalk links along the east side of Lockwood Drive between US 29 and New Hampshire Avenue, and the overlay of the existing sidewalk on the west side of Lockwood Drive from New Hampshire Avenue to Oak Leaf Drive. The project includes the construction of retaining walls to reduce impacts to properties and vegetation adjacent to the public right-of-way and preliminary engineering for missing segments of sidewalk along the west side of US 29 between Burnt Mills Avenue and Southwood Avenue.

Service Area

Silver Spring

JUSTIFICATION

The project provides continuity of pedestrian movement along Lockwood Drive between US 29 and New Hampshire Avenue. Major pedestrian generators within the project limits include: connection to Montgomery Blair High School, commercial and business centers, several places of worship, an elementary school, a swim center, several bus stops, and numerous residences.

Plans and Studies

White Oak and Four Corners Master Plans. A review of impacts to pedestrians, bicyclists and ADA (Americans with Disabilities Act of 1991) is performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Specific Data

Several of the segments along the east side of US 29, totaling approximately 1,300 linear feet, were constructed in FY99. Missing segments along the east side of Lockwood Drive, totaling approximately 700 linear feet, were constructed and one segment of existing sidewalk along the west side of Lockwood Drive, totaling approximately 1,300 linear feet, was replaced in FY02. The segment along the east side of US 29 between Lockwood Drive and Burnt Bills Avenue, totaling approximately 1,300 linear feet, was constructed in FY03.

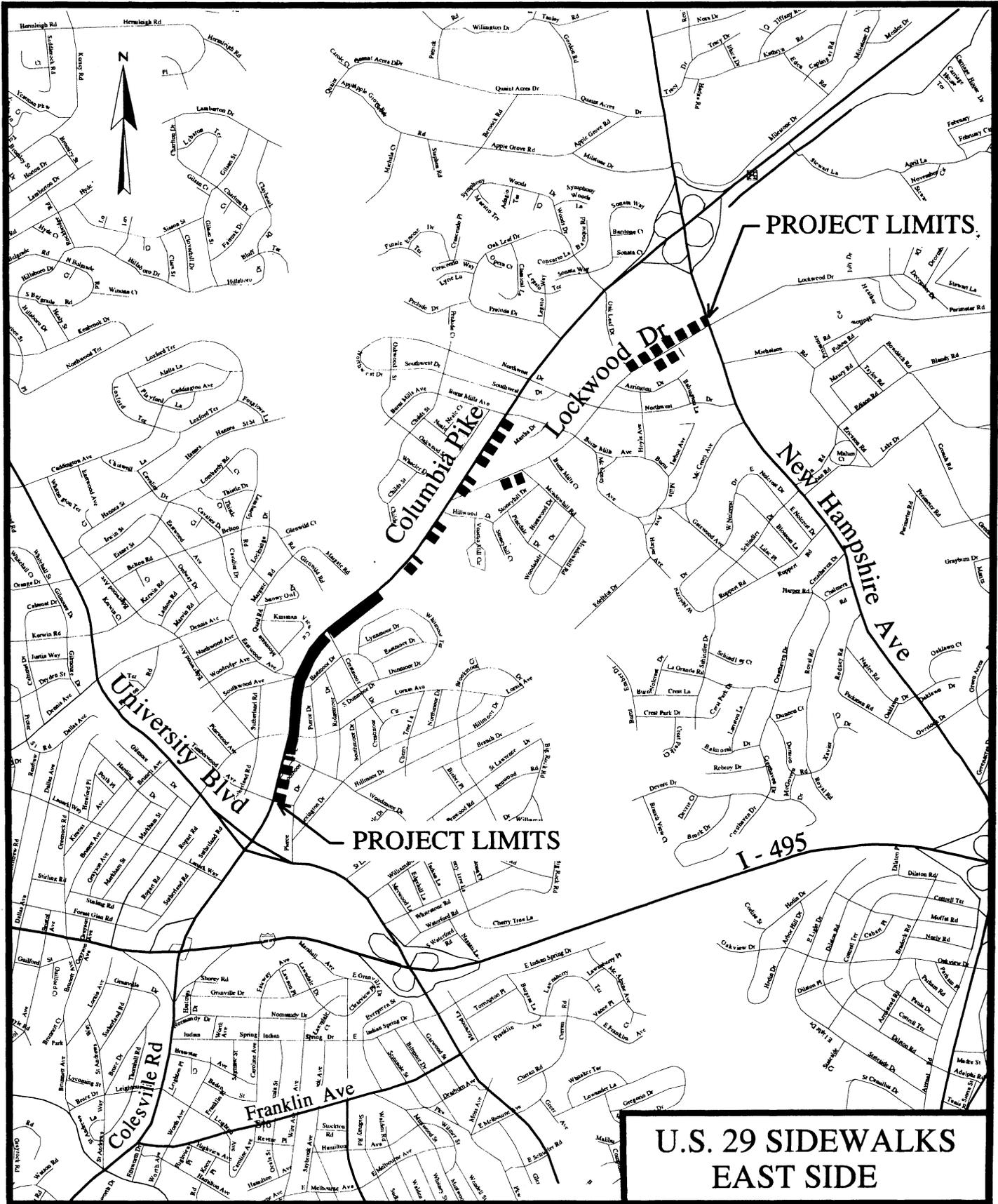
Cost Change

The increase is due to the inclusion of the entire remaining sidewalk segment along the east side of US 29 between University Boulevard and Prelude Drive that have not yet been constructed.

STATUS

The east side portions of US 29 from Four Corners to Lorain Avenue and from the bridge over Northwest Branch to Burnt Mills Avenue are operational. Also, the two east side segments on Lockwood Drive between US 29 and New Hampshire Avenue are operational. The remaining segment along the east side of US 29 between Lorain Avenue and the bridge over Northwest Branch is in the final design stage.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Date First Appropriation</td><td>FY99</td><td style="text-align: right;">(\$000)</td></tr> <tr><td>Initial Cost Estimate</td><td></td><td style="text-align: right;">1,000</td></tr> <tr><td>First Cost Estimate</td><td></td><td></td></tr> <tr><td>Current Scope</td><td>FY05</td><td style="text-align: right;">3,820</td></tr> <tr><td>Last FY's Cost Estimate</td><td></td><td style="text-align: right;">1,735</td></tr> <tr><td>Present Cost Estimate</td><td></td><td style="text-align: right;">3,820</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Appropriation Request</td><td>FY05</td><td style="text-align: right;">2,044</td></tr> <tr><td>Appropriation Request Est.</td><td>FY06</td><td style="text-align: right;">41</td></tr> <tr><td>Supplemental Appropriation Request</td><td>FY04</td><td style="text-align: right;">0</td></tr> <tr><td>Transfer</td><td></td><td style="text-align: right;">0</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Cumulative Appropriation</td><td></td><td style="text-align: right;">1,735</td></tr> <tr><td>Expenditures/Encumbrances</td><td></td><td style="text-align: right;">958</td></tr> <tr><td>Unencumbered Balance</td><td></td><td style="text-align: right;">777</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Partial Closeout Thru</td><td>FY02</td><td style="text-align: right;">0</td></tr> <tr><td>New Partial Closeout</td><td>FY03</td><td style="text-align: right;">0</td></tr> <tr><td>Total Partial Closeout</td><td></td><td style="text-align: right;">0</td></tr> </table>	Date First Appropriation	FY99	(\$000)	Initial Cost Estimate		1,000	First Cost Estimate			Current Scope	FY05	3,820	Last FY's Cost Estimate		1,735	Present Cost Estimate		3,820				Appropriation Request	FY05	2,044	Appropriation Request Est.	FY06	41	Supplemental Appropriation Request	FY04	0	Transfer		0				Cumulative Appropriation		1,735	Expenditures/Encumbrances		958	Unencumbered Balance		777				Partial Closeout Thru	FY02	0	New Partial Closeout	FY03	0	Total Partial Closeout		0	<p>M-NCPPC MSHA</p> <p>The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.</p>	<p>See Map on Next Page</p>
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**U.S. 29 SIDEWALKS
EAST SIDE**